

Standard Work Clothes

At Cut Prices for Cash

The Lowest Prices in 10 years and the lowest prices we have ever owned such staple goods since we opened our store at Redondo Beach 4 1/2 years ago.



MEN'S OVERALLS

98c, \$1.00, \$1.19 to \$1.49



MEN'S WORK SHOES

\$1.79 to \$3.95



MEN'S WORK SOCK

2 Pr. for 25c to 25c Pr.



MEN'S PANTS

\$1.49 to \$4.95



WORK SHIRTS

79c to 89c



MEN'S UNIONALLS

\$1.95, \$2.29 to \$2.95



CANVASS GLOVES

10c to 39c



WORK SUSPENDERS

49c

THE SAMPLE STORE

HAWKINS & OBERG

1319 to 1321 Sartori, Torrance

106 to 108 Diamond St., Redondo

Highway News

Notes on California Roads Furnished by National Auto Club

The Trinity highway from Eureka to Redding is in good condition.

The road is paved to Arcata, thence oiled, and graveled to Blue Lake. From Blue Lake to the bridge across Mad River the road is a little rough, thence good to the bottom of the hill. About one-half mile of construction will be encountered on the grade where the road is being widened and straightened. From the top of the hill to one mile west of Redwood Creek the road is a little narrow in places, but the roadway is smooth. From this point to Redwood Creek and Berry's Summit is fair, thence rough to Willow Creek.

From Willow Creek to the temporary bridge across the Trinity River, which has just been completed, the roadbed is smooth, but some narrow stretches are encountered. From the bridge to King's service station, due to several slides, careful driving is necessary. These slides are being rapidly removed and the road should be clear within the next few days. From King's service station to within a short distance of Junction City is in A-1 shape, and splendid time can be made over this stretch. The approaches to Junction City are in very poor condition and require extremely careful driving. The worst stretches on this entire road will be encountered entering and leaving Junction City.

After leaving Junction City a good road will be encountered to Weaverville and Douglas City, except a one-half-mile detour following the creek bed, just before reaching Douglas City. From Douglas City to within 18 miles of Redding there are alternating stretches of completed gravel highway and rather narrow dirt road, but all entirely passable and in good condition. The last 18 miles into Redding is an excellent graded gravel highway. The total distance is 168 miles.

The news that Indian runners from New Mexico and Oregon are to compete in a long-distance run from San Francisco to Grants Pass brings to mind that it was not so very long ago that the only highways which our country possessed were the trails followed by the Indians.

One hundred years ago the only highways of note in the United States were the Boston Post Road and the road leading from the east over the Allegheny Mountains to the valley of the Ohio River. And these would doubtless be execrated by the modern motorist and relegated to the class of unspeakable detours.

Many of us remember trips made

in the old Concord stages over roads which would not now be tolerated in any community and would be classified as impassable. Considering which, we should be slow to voice objection to the speed of road construction in any section. The progress that has been made in that direction in the past fifteen or twenty years is little short of remarkable.

An analysis of reports of the expenditures and revenues of the 48 states of the country last year shows that they spent 15 percent of their income for highway improvements.

Construction work on the Victory highway in the state of Nevada between Fernley and Lovelocks via Leets is progressing rapidly, and this stretch will be completed and open to traffic within the very near future, thereby greatly improving traveling conditions between these two points.

Another step in the program of preserving for posterity the magnificent redwood forests which exist along the north coast of California was taken when the Felton grove was recently dedicated.

This grove lies about sixty miles south of Eureka, not far from the Bolling grove. Alarmed at the inroads being made by lumbering interests, a group of people a few years ago organized to acquire groves of these trees for the purpose of preserving them from extinction. It is a laudable object and one for which future generations should be extremely grateful.

Had our forebears applied the principles of selective lumbering and reforestation during their operations it is doubtful if the disastrous floods which now periodically devastate sections of our country would be possible.

The road from Eureka to Red Bluff via Forest Glen is in fair to good condition.

It is paved from Eureka to Alton, with the exception of a short rough detour between Lakota and Forest bridge. The first 23 miles out of Alton is in fair condition. At this point minor construction will be encountered for one mile. From the end of this construction to Bridgeville is in fair condition. This portion of the trip is exceptionally scenic, as the road passes through some of the finest redwood groves in Humboldt County.

From Bridgeville to Peanut the road, although narrow and winding, is in excellent condition. Between Peanut and the summit of Good's Mountain the road is very rough and chunky, no work having as yet been done on it. On this stretch it is necessary to ford Salt Creek approximately seven times. The large boulders have been removed from the creek bed and the crossings are fairly smooth. From the summit of Good's Mountain to Red Bluff the road is in excellent condition.

In spite of the few rough stretches enumerated above, this road is in better condition than it has ever been and will prove a most attractive and interesting trip for one experienced in mountain driving.

The road from Keystone to a point two miles south of Jamestown is closed for oiling, but it is expected that it will be completed and reopened to traffic by the 15th of this month. A good detour has been provided.

The Sonora Pass road from Sonoma to Bridgeport is now open and in good condition as far as Douglas Station. The road over the summit is not yet open, and probably will not be for some little time, due to heavy snowfall during the past season.

Motorists driving to Yellowstone Park will be interested to know that the breaking of the dam across the Gros Ventre River caused no damage to the Yellowstone Park highway.

The Gros Ventre River, in the Jackson Hole portion of Wyoming—that is, due south of Yellowstone National Park—empties into the South Fork of the Snake River, which then comes into Idaho and down through Conant and Swan Valleys, joining the North Fork of Snake River north of Idaho Falls. By the time the crest of the flood reached the North Fork of the Snake River it had spread out and subsided, so that no portion of the Yellowstone Park highway was endangered or damaged.

The highway through Swan Valley has been closed, but will be reopened shortly, as the state of Idaho is now installing a free ferry for temporary use until such time as the new bridge can be completed.

Now that vacation time is here, and many drivers who are accustomed to threading the comparatively level highways near the coast will be seeking recreation in the mountains, a few timely hints about mountain driving may not be amiss.

Remember that in the higher altitudes your gear should be reduced at least one degree for taking any particular hill. For instance, a hill which your car would ordinarily take in high at sea level will require a shift to second at 4000 feet. Do not burn up your brakes by riding them on the down grades; go into second or low, depending on the steepness of the grade, and let your motor do the braking.

Sound horn at all turns where the view is obstructed.

When you meet a car on a one-way road, the fellow coming up-grade should be given the right of way; that is, if it be necessary for one to back to a passing place, the fellow coming down hill should do the backing. It is easier to control the car backing up hill than backing down.

Curry skid chains. Showers are frequent in the mountain sections, and chains may mean the difference between triumph and disaster. Do not overload your car.



STYLISH SHOES FULLY GUARANTEED



Boys' and Girls' \$1.85 and \$2.85

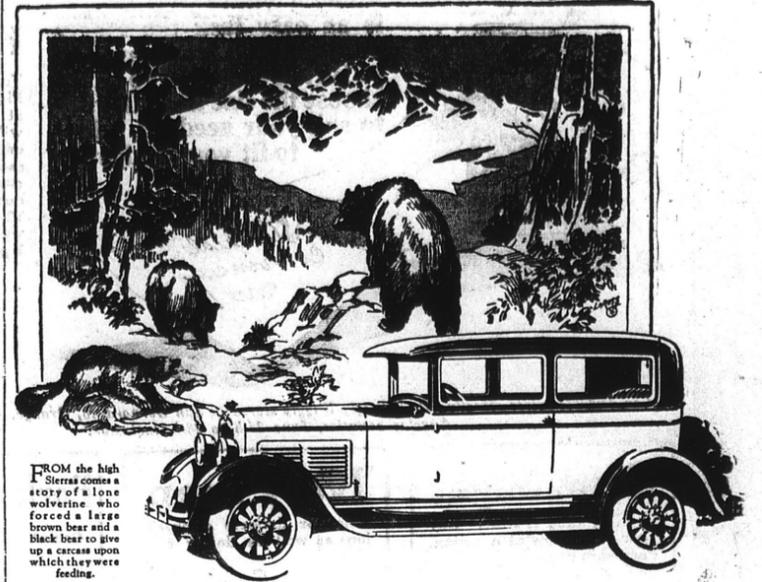
NONE HIGHER

Men's and Women's \$2.85 and \$3.85

DOUBLE VALUE SHOE STORE

1216 El Prado, Torrance

Read that name again. The store is everything the name implies.



FROM the high Sierras comes a story of a lone wolverine who forced a large brown bear and a black bear to give up a carcass upon which they were feeding.

"He shall take who has the power And he shall keep who can"

DEEP in the woods where even the outposts of civilization are few and far between, life depends upon food, and upon the ability to find it and fight for it.

There the wolverine is supreme. Small though he is, there is none among all the forest animals, great or small, who does not fear him. For the wolverine is strong, the wolverine is fearless, and the wolverine is untiring.

Now Reo presents the Wolverine of the roads. It has those hardy qualities for which the wolverine of the woods has always been known. Brawny it is for long years of life. Powerful enough to vanquish the toughest hills. And with an agility born of zooming acceleration (the pistons are of light, lively aluminum alloy), of velvety deceleration (the brakes are Flying Cloud type, 4-wheel, hydraulic, internal-expanding), of easy handling (the steering gear is of the Feather-touch cam and lever type).

The Wolverine is built for those who would master the densest city traffic or the roughest country going. Try one out in either place—you'll find it's the kind of car you'll like to own.

REO MOTOR CAR COMPANY, Lansing, Michigan

\$1195

The WOLVERINE

M. J. FIX CO.

Border at Cabrillo

Torrance

Phone 250

THE NEWEST AMERICAN CAR BY ONE OF THE OLDEST AMERICAN BUILDERS

BE A WINNER!

IN OUR BIG PRIZE CONTEST

65 BEAUTIFUL PRIZES 65

Will Be Given Away FREE!

INCLUDING

Full Equipped Bicycle, Balloon Tired Scooter, Basketball Outfit, Wrist Watch, Cameras, Coaster Wagon, Scout Knives, Tennis Rackets, Kodak, Footballs, and many other splendid prizes.

PRIZES EVERY WEEK

RULES OF THE CONTEST

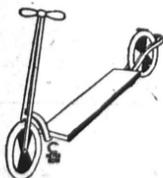
1. No employee of the store, or relative of anyone in the store, can enter this contest.
2. No loitering, or asking for votes will be allowed IN OR NEAR THE STORE. Ask friends to take their votes home and SAVE THEM FOR YOU.
3. Your votes must be returned every Thursday to be added to your Record Card in the store. The color of the Vote Coupons changes each Thursday.



4. Weekly Prizes given away every Friday, beginning Third Week, to the children who return THE MOST votes on Thursday. Watch for your NUMBER in the window each Friday.
5. The Bicycle, Wrist Watch, Eastman Kodak, Coaster Wagon, Scooter and Basketball Outfit are FINAL PRIZES. They will be given to the six children who return the LARGEST TOTAL OF VOTES during the whole 12 weeks of the Contest.

A GIRL'S BICYCLE IF A GIRL WINS

REMEMBER—Your family, relatives and neighbors will help you. Ask them to save their votes. ASK US ABOUT DAILY EXTRA VOTE SPECIALS—AND WATCH FOR THE WEEKLY SPECIALS EACH TUESDAY AND WEDNESDAY.



100 VOTES WITH EVERY 25c PURCHASE
400 VOTES WITH EVERY 50c PURCHASE
1000 VOTES WITH EVERY \$1.00 PURCHASE
VOTES WITH EVERY PURCHASE

CONTEST ENDS ON MIDNIGHT, SEPT. 8TH

DOLLEY DRUG COMPANY

Telephone No. 10

The Rexall Store

Torrance, Calif.